

exist for improving the route until a major widening is needed. These options include adding turn lanes, adding a center turn lane, access management, widening shoulders, and signal timing improvements. All of these options should be considered before implementing a major widening.

US 176

- **Summary of need**

There is a need to improve US 176 between NC 108 and the South Carolina state line to accommodate projected traffic volumes and to relieve anticipated congestion along this facility

- **Summary of Purpose**

Improving US 176 between NC 108 and the South Carolina state line should enable the roadway to better accommodate projected traffic volumes by providing additional roadway capacity.

- **Roadway Conditions**

Existing Characteristics

US 176 begins in Henderson County and runs through Polk County ending in South Carolina. The section in Polk County is mostly a rural two lane facility. This facility is used by Polk County residents to travel to Landrum, SC. The speed limit along the facility through downtown Tryon is 25-35 mph. The roadway serves both commercial and industrial traffic in the planning area.

Existing Conditions

2003 AADT along existing US 176 in downtown Tryon is 9,300 vpd. The current capacity is 9,300 – 11,600 vpd.

Projected Conditions

Projected traffic along existing US 176 in downtown Tryon is 12,000 vpd. Without any improvements, the level of service by the year 2030 will deteriorate as traffic is expected to continue to grow.

- **Safety Issues**

For the period from January 1, 2003 to December 31, 2005 there were 24 crashes reported along US 176 in Polk County. If no improvements are made to US 176, the increase in congestion will create the potential for even more traffic crashes. The widening of this facility will provide increased capacity and greater maneuverability resulting in safer driving conditions.

- **Relationship to Other Plans**

The 1996 Thoroughfare Plan for the Towns of Columbus and Tryon identified the need to widen US 176 to a four-lane facility, but this recommendation received countywide opposition. Other options such as eliminating on street parking, building a bypass, and creation of a one-way pair were also considered in the 1996 Thoroughfare Plan.